

SMOKES GIVE JOY TO WOUNDED MEN

Many Letters From Hospitals
in France Reach "Sun"
Fund Donors.

ALL SHOW GRATITUDE

More Money Needed to Keep
Tobacco Going Over to
America's Troops.

Not a sound of complaint comes from the soldiers in hospital in France, and that is strange considering that some of them write on their cards of acknowledgment for smokes from THE SUN Tobacco Fund that they don't know what is to be done with them when they are pronounced well.

"I am leaving this hospital to-day (January 30), and you know whether I am bound for home or Germany," writes Private George R. McDonald. "Either way, I am grateful to you for the cigarettes."

The majority of sick and wounded men express the wish to be sent home, and that is natural enough, but there isn't a whimper when their hopes are dashed and they go back to their units, which are already on German territory. There are some also who tell us that they have asked to be sent to their outfits with as little delay as possible, and will of the hospital contingent ask one favor only, which is a continuation of the smokes.

Likely to Repeat Their Gifts.

It will not be possible, probably, for the donors to whom the letters of January 15 to 22 are addressed to keep their hands out of their pockets; they will feel that there is no way out of sending a duplicate of their last donation since the other put the boys in such good humor. That is the reason so many of the soldiers' cards are drawn on in this column and readers of it will have to admit that they make the best kind of smoke propaganda.

"Your gift was a Gloom Chaser," writes Private Frank W. Fox. "I never thought I would be in a hospital over Christmas and New Year's, but I was, and here I am still. But I and the rest of the boys whom you through THE SUN have benefited want to tell you that we are getting well fast now that your smokes have come through."

Benjamin W. Hoyle, Ward Master, writes to THE SUN: "The patients and personnel of Ward 12, Base Hospital 58, wish to express their sincere thanks for the cigarettes you so kindly sent us. They cheered up the men amazingly."

From Tours comes this card addressed to donor Fay Ingalls:

"On behalf of the sick boys at this hospital I wish to extend to you my sincere thanks for the different boxes of cigarettes received by them to date. They have had a comfortable time in hospital and thought like boys. You are helping the boys along considerably and getting them ready to go on duty again." This card is signed by Sergeant William C. Boyle of Camp Hospital 27.

In Hospital Three Months.

"I received some cigarettes three months ago," writes Private Charles Peck, "but I have been in hospital all that time and unable to write my thanks. I hope you will be so good now, also an apology for what seems like neglect." This pattern was in Company C, Thirty-ninth Railway Transport Corps when last on duty.

Donor Joseph Town receives this note from Private Francis H. Peck in Base Hospital 101:

"It is indorsed by Chaplain W. T. Hance, 'God bless you and the other good Americans in the States who are so nice to us boys. Thanks very much and I wish you good luck always.'"

Peck's fellows have certainly done your bit. Who have never forgotten us boys! And the best thing you've sent over to us, Al—cigarettes, grand old Joe."

Private Frank W. Fox is the poet who mailed this specimen of his muse to donor A. L. Wilkinson.

Sergeant Merle Beard of Base Labor Section writes to Jacob Felbel:

"I have unknown friend. Your gift was so thoughtfully received on Christmas morning by Sergeant M. E. Beard, being to the presents to the boys from different donors of THE SUN Tobacco Fund. We are having the merriest Christmas that can be had at the moment. The French people have a different way of celebrating Christmas than we have. They celebrated all last night. Some of the Yanks tried out the custom."

Showed Full Appreciation.

"Your tobacco gift," writes Corporal Irving T. Wright of Company B, Fifty-fifth Infantry, "was received January 1st at Demer, France, the First Provisional Company received it. It was issued to the men, and I assure you they showed their full appreciation. Men from the Fifty-fifth Infantry, Fifth Engineers, Field Machine Gun Battalion, Nineteenth, Twentieth and Twenty-first shared the gift, for which I return their thanks."

Lt. R. Singleton, who calls himself a "leather neck," writes from Allery, France: "Your generous and thoughtful gift of smokes was received this wonderful Christmas day and you may be sure it added much happiness to my second Christmas away from home. All the boys are well and in good spirits. We were remembered most generously and had turkey and pumpkin pie for dinner. Best health and success to THE SUN Tobacco Fund."

As I write to you, Mr. Madden, I'm smoking on you. Our mail has been held up, but the cigarettes arrived. Much obliged. R. L. O'Connor of Company B, Twenty-eighth Engineers."

Another card of thanks to the same donor, John E. Madden, is from H. J. Wunder of the same company and regiment.

Am very grateful for the smokes, which came just at the right time—when I was broke."

Argonne Heroes Grateful.

Private William S. Hubbard of Company A, 116th Infantry, sends this message to the employees of Herman & Herman:

"We wish to extend our thanks for your kind donation of tobacco which we received at Allery, France, on January 5. We are located in Base Hospital 49, Ward 6, A. P. O. 735, and all the men who received this issue are recovering from wounds received in the Argonne drive. We are all improving and hope to see Miss Liberty soon."

Corporal Barney Maycumber of Company F, 109th Infantry, in France, and of 24 Sullivan street, Elmira, in America, was in a base hospital when the cigarettes donated by the employees of the Hotel Ansonia reached him. He writes: "We all appreciated them very much."

How the Fund Stands To-day.

THE SUN and THE EVENING SUN \$2,000.00
Total Gift Store fund in Base Hospital 29 otherwise acknowledged \$12,112.26
New contributions \$28.20
Total \$14,140.46
Expended and paid \$1,890,227.47
Cash balance \$2,974.55
\$aulte Cigar Stores boxes \$6,697.43
Grand total \$127,694.10

Your Manufacturing, Market and Shipping Problems Answered in Baltimore



The Largest
Coca-Cola Building
in America.

What Asa G. Candler
President The Coca-Cola Company
says of Baltimore

"For more than a year the Coca-Cola Company was trying to determine in which of the great eastern cities to establish headquarters for its eastern department.

"Investigation convinced us that Baltimore was not only the commercial metropolis for southern trade but that it afforded shipping opportunities both by water and rail for domestic and foreign traffic superior to any of the great cities in any section of the United States.

"We confidently believe that in our business operations we have not made a wiser investment nor a more judicious selection for the location of any of our plants than in this Baltimore building."

In a very recent letter Mr. Candler further says:

"The experience of the Coca-Cola Company in Baltimore has been absolutely satisfactory. During the two years that the war has continued we have found that shipping could be more easily and expeditiously done from Baltimore than from New York City, or the other large eastern places in which we have distributing depots.

"We congratulate ourselves that before the war we had so largely increased the capacity of our Baltimore building that the Government itself determined and did take and use a large portion of the space in the building for same reasons that induced us to construct it.

"We expect always to believe as we did at the beginning and as we do now that the location of the property in Baltimore could not have been more wisely done."

January 1st, 1919, marked a new epoch in the city foremost in natural advantages and present opportunity in the United States.

On that day **Baltimore's** area was increased to ninety-five square miles, giving it a population of 750,000.

All raw materials—products in process of manufacture—manufactured goods—tools—plants and equipment are *exempt from taxation*.

The gateway to the South and 150 miles nearer Chicago and the Middle West than any other seaboard city, **Baltimore** is closer to the supply of domestic raw materials and markets than any other city on the Atlantic Coast.

By reason of this, the Interstate Commerce Commission has decreed a *freight differential in favor of Baltimore* over Philadelphia, New York and Boston to and from the West of from \$10 to \$30 per car—depending on the freight classification.

Baltimore is 1,369 miles nearer to the Panama Canal than San Francisco. It is nearest to Cuba, and the East Coast ports of South America of all the large Atlantic ports of the United States.

Baltimore's proximity to South America—its nearness to the Panama Canal—and its attractive freight differentials make it the preeminently desirable Atlantic Seaboard Port.

Baltimore is one of the seven cities of the world possessing a 35-foot channel at mean low water from ocean to piers, the channel is 600 feet wide—its tide variation is limited to 18 inches. **Baltimore's** harbor is land-locked and safe from storms or tidal waves.

Only once in the past ten years has ice interfered with navigation—normal climatic conditions permit the use of its water facilities three hundred and sixty-five days in a year.

Baltimore is free from port charges of every description.

Baltimore's harbor is skirted by three great trunk lines—the Baltimore & Ohio—the Western Mary-

land—and the Pennsylvania—linked by two belt lines—one municipally owned—affording connection with deep water transportation facilities and other great trunk lines extending north, south and west.

Coal is delivered at Sparrows Point, **Baltimore**, at 20c per gross ton less than at Bethlehem, Pa., or other cities similarly situated. **Baltimore's** coaling facilities are second to none.

Gas for fuel is the *cheapest* on the Atlantic Coast because piped in large part from the 'Coke Ovens of Schwab's great Penn-Mary Steel Plant.

Baltimore has an ample fuel oil supply equaling that of any port in the country. This supply comes from direct pipe lines and is furnished by competing and independent companies.

Electricity—generated at the great **Hydro Plant** on the Susquehanna River offers the most flexible and cheapest power on the Atlantic Coast.

Baltimore's magnificent system of **Municipal Docks** abutting deep water and rail facilities affords a union between water and rail that spells economy and rapidity of freight movement.

If you have a manufacturing, a market, or a shipping problem—you can solve it in **Baltimore**.

Locate your plant in **Baltimore**—build your warehouse in **Baltimore**—establish a branch in **Baltimore**.

The municipality of **Baltimore** will welcome you—its financial interests will welcome you—its industries will welcome you.

Say the word and I will send an expert to your plant to consult about your specific requirements and how **Baltimore's** advantages will meet your needs.

In the meantime write for your copy of that most interesting book, "**Baltimore's** Advantages"—a line will bring it.

James H. Preston, Mayor
Address Department 28, City Hall, Baltimore.

